

THE SHIP OF MERCY.

From Our Special Correspondent.

Sir George Griswold, at Sea, Feb. 5, 1863.—The history of the George Griswold will become national. She is the ship offered by the New-York merchant of that name to transport, free of charge, to the Government or any one else, the supplies of food presented by Union citizens of America to the suffering operatives of Lancashire, England. These supplies consist of 15,000 barrels, in bulk, of flour, provisions, and other articles designed to support life.

The George Griswold is a splendid ship. She was built in Quincy, Mass., during the past year, and rigged in Boston. Her capacity is 1,227 tons. By a singular coincidence, her commander, Capt. George Lunt (*and* the editor of the *Boston Courier*), her first mate, Mr. Richard Puttengill, and her second mate, Mr. John Brown (*all* are natives of Newburyport, in the Old Bay State).

Capt. Lunt is one of the most experienced of our American shipmasters, and is every way fitted to command such a bearer of good things to the needy. It should be reported here, to his credit, that when he took the helm he generously gave his services to the owners for the voyage. He had retired, for a time, from the sea, and was living in comfort in the bosom of his family in Newburyport, when the telegraph summoned him, with only a few hours warning, to this responsible post of maritime duty. All honor to the noble American sailor who has a heart and hand for such a deed of charity toward suffering humanity across the ocean.

We sailed from New-York on Monday, Jan. 12. Soon after leaving port we encountered head winds, at times rising to strong gales, which continued with us several days. The gallant craft hung around the Banks of Newfoundland like one of the dense fog of that chilly region, utterly refusing, for a weary time, to be blown off. But the good qualities of the Griswold were displayed to advantage on every occasion. We are now coming on soundings off St. George's Channel, and our trusty bark has never failed us. She handles herself well in all weather, and for one not built for a full clipper, sails admirably. Her buoyancy in the water is worthy of high praise, giving her inmates an easy motion and dry decks.

Night dropped the horizon, and darkness closed around us as long after we were well out at sea. It became necessary to put the ship in stays. Now came the trial moment. This was her first Atlantic voyage, and as she behaved now so well she is likely to do hereafter. Would she go well about? The captain, first and second mates were on deck. Moving through the darkness could be seen the dim light of the commander, on the ship's house, waiting for the favorable moment. Then came, in quick succession, the orders:

"All ready!" Silence gives consent, all over the ship.

"Hard aho!" We feel the changed motion, and see the bows sweeping around through the night gloom.

"Foresheet there!" "Tacks and sheets!" A moment's pause, as the fact of the swinging of the ship is established, then the sharp, clear cry:

"Mainsail haul!" "Let go, and haul!" "Hard up! but the weather brace!" "At the main sheet!"

All right. The George Griswold has made her first ocean evolution. She is now on the other lug. From that hour, for several days and nights in succession, the strong north-east gale was upon us. Every good quality of the ship was put to a thorough test at once. The wind increased, at times, almost to a hurricane, with deep darkness and driving sheet all around us. The main-topgallant, which was now our main dependence, but given some signs of yielding, in consequence of the bolt ropes being made of Manila hair—an evil in the rigging of ships to sudden loss, to spite the really unfeeling Free States! Let us hope that the dark night of such barbarism is speedily to close.

The Griswold had been telegraphed from the piazza-tion, and much interest was consequently awakened on her approach. A great number of ships passed us, going out, and they began to display their flags in line-style. At the port near the New-Brighton steam-yards landing, the English colors were handsomely dipped, and the ship answered the compliment. We had the Stars and Stripes at the mizzen, the private signal of the Griswold firm at the main, and the British ensign at the fore. The North Battery, near the commencement of the docks, was well up, and the rejoiced announcement of Mr. Mayre, should he was of opinion, be the basis of all the proposed reforms. He has impressed upon the Emperor and his colleagues the necessity of creating cotton plantations in Africa and Madagascar. One of the Ministers' report says Comte Pernety—was for the immediate recognition of the South, and for the Government doing something to secure its independence. The speech of the Emperor, with the resolutions of the different nations, which was addressed to the Tuilleries, M. Roemer there proposed that the French government, exert all its influence with the diplomatic agents, exert all its influence with the great maritime Powers, to prevail upon them to have a revision of the existing code effectuated.

The duration of the parties who signed the Treaty of Paris, as well as the revised amendment of Mr. Mayre, should be, as far as possible, be the basis of all the proposed reforms. He has impressed upon the Emperor and his colleagues the necessity of creating cotton plantations in Africa and Madagascar. One of the Ministers' report says Comte Pernety—was for the immediate recognition of the South, and for the Government doing something to secure its independence. The speech of the Emperor, with the resolutions of the different nations, which was addressed to the Tuilleries, M. Roemer there proposed that the French government, exert all its influence with the diplomatic agents, exert all its influence with the great maritime Powers, to prevail upon them to have a revision of the existing code effectuated.

It would, were M. Favre's calculations correct, be a very glad day were the Rommamian manufacturers to keep waiting for a supply of cotton from the Southern states, and the ultimate result of all the proposed reforms. He has impressed upon the Emperor and his colleagues the necessity of creating cotton plantations in Africa and Madagascar. One of the Ministers' report says Comte Pernety—was for the immediate recognition of the South, and for the Government doing something to secure its independence. The speech of the Emperor, with the resolutions of the different nations, which was addressed to the Tuilleries, M. Roemer there proposed that the French government, exert all its influence with the diplomatic agents, exert all its influence with the great maritime Powers, to prevail upon them to have a revision of the existing code effectuated.

Now comes another test. The Griswold, with her buoyant cargo on board, had come up bravely to the wind, and goes in stays handsomely. But would she lie to in a gale, and keep herself and inmates dry on decks? The question had to be answered without delay. The reefed spanker—one of the dernier ressorts of a gale—is set, and the helm is put hard down.

Up comes the lofty bow, eying the wind more closely than ever; up rises the ship from her recumbent posture, and she takes her seat on the great bounding waves as if she were a sea-lion, and had only folded her wings to rest them. Every motion was elastic and quiet, and as our craft had thus turned to for the balance of the night, there was nothing left for us but to follow her example.

Thus wore off successive nights and days. We had passed Nantucket shoals, and were now lying to on the ocean, in the region of the Grand Banks. It would not do to drift any longer in the direction we were then going. We must wear ship. Another trial is upon her. She had gone in stays well. Equally well had she lain to. Would she wear off gracefully? The question was put to her at once, and quickly and bravely she answered it.

The swell was heavy. The night was dark. Now came the cry:

"All hands to wear ship!"

The darkness was that of midnight. The wind that of the coast of Labrador, in the winter of the North East.

"All ready!" Silence gives consent again.

"Hard up your helm!" Moments of suspense follow, during which the head of the ship is seen to fall off steadily.

"Square the after yards!" Quickly done, as the men shout at the braces.

"Square the head yards!" They follow in the train.

"Brace up the main yard!" This is the crisis of evolution, and instantly comes the order:

"Brace up the head yards!" "Board the main tack!" "Aft the main sheet!" "Hoist the spanker!" "Keep her close to the wind!"

The George Griswold has worn ship in the best of style.

We are now on another tack, and making a different course. Success attend it!

The close of the month of January found us escaping from the icy thrall of the Banks. Hissing winds followed, slowly drifting us along, when a strong north-west wind came up, which continued for several days and drove us steadily and rapidly on our course. Still another test. We had performed every other evolution to advantage. The hour had now come for sounding before a heavy gale. How would our new-winged messenger do then? We shall see. Close reeled topgallant and the reeled fore-sail are set. The helm is put in sounding trim. The huge black yards are squared across the beam, and she is off before it. The winds and waves, which have been gathering their long force for hours, are close after her. The scene is grand beyond description. It must be witnessed to be believed. The stern of the ship lifts at the approach of the mountain billow, while the bow ploughs through the towering chasm of the valley ahead. So deep is the swell, at times, that the gale passes close over the masts, and leaves the sails to drop down heavily against the yards. Then, as she rises on the side, and reaches the crest of the foaming wave, the wind belies every sail to its utmost tension, and we lay along over the waters like a flying bird.

For days and nights we staved gaily on our course—at times at the rate of two knots an hour—giving proof of the fact that if such a wind had been with us all the voyage, we should have reached the Channel in some sixteen days from New York. But winter passages across the Atlantic are usually not accompanied, as our has thus been, with head winds, snow squalls, and a heavy swell of the sea.

Under these circumstances, the George Griswold has done splendidly, reflecting credit on her builders, and those who have her navigation in charge.

The reformatory character of THE TRIBUNE will abundantly warrant me—as we are not yet in part, and sea incidents, rightly managed, may be made instructive—in alluding to some points touching the management of vessels.

The first to which I refer is the absurd manner in which what is called "nautical sense." Few persons on shore are aware what a ridiculous change is in the respect the men get out to sea. The usual regulation of commanding each day end to sea, the close of midnight, and so counting for twenty-four hours the time that passes until the same moment of

the next midnight—thus making each day separate and distinct—is at once washed overboard at sea, and the time is made to begin every day at noon. By this nonsensical derangement of time, a part of one day is carried into another; and the record of the doing of a voyage is thus made obscure when read on shore. The question has to be perpetually asked, sometimes in cases of disaster, of fire, or shipwreck and loss, "Was it sea time or land time?"

This old custom of navigation ought at once to be taken up by all commercial Governments and abolished. Its retention tends to "make confusion worse confounded," and is merely a tribute to the dark ages—it is a curse to navigation.

May the two great branches of the Anglo-Saxon family always be found generous rivals in the arts of peace, and in efforts to ameliorate the condition of mankind. And no distant period may the sword be sheathed throughout your land, and the sounds of strife be exchanged for the conquests of industry.

Signed on behalf of the Liverpool Chamber of Commerce.

We shall recognize in the return of peace and prosperity among you the best securities for our own continued prosperity. We trust that nothing will suffice to interrupt for a moment the friendly relations which have hitherto subsisted between us, and that harsh judgments or misrepresentations of feelings and motives on either side will lead us to forget and renounce all other ends—sprung from a common stock, united by the bond of a common language, and fellow-travellers in the common cause of progress.

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FROM EUROPE.

Arrival of the Mails of the Jura—Discussion of American Affairs in the French Parliament—Mr. Mason's Speech in London—Anti-Slavery Meetings in Leeds, East London, Bolton, and Glasgow.

The mails of the Jura arrived here last night. We receive by her one day later foreign files, from which we take some additional intelligence respecting American affairs in Europe.

DISCUSSION OF AMERICAN AFFAIRS IN THE FRENCH PARLIAMENT.

From *The London Star*, Feb. 11.

Two important paragraphs of the French address in the Corps Legislatif have just been brought under discussion—one upon the condition of things in America, the other upon the Roman question. The former was adopted after a debate which, although very brief, gave occasion for one speech of an interesting and remarkable character. The speaker was Vincent Anatole Lemercier, who urged that the French Government would best promote the interests of peace in America by discouraging emphatically any idea of a severed Union. "Let the South," he said, "be made to comprehend that in no case can she be recognized as a separate State, and we shall be nearer to peace than the world now believes."

On the other hand, the speaker recommended that the North should be advised to make any possible and honorable concessions, to relax the bonds of Union if necessary, so as to allow full local self-government to each State (which surely the separate States already possess); "but above all," he urged, "to preserve the Union, for it is on that the peace of the seas depends."

Recognize the South, and you assail the interests of France and of the world in general." The speech was received with much applause, especially where the speaker demonstrated that Slavery alone had caused the war.

From *The London Star*, Feb. 12.

The debate on American affairs has not elicited

any further information as to the intentions of Government in relation to the American question. Neither did it call out any strong demonstrations for North or South from the left side or the right of the Chamber, with the exception of M. Anatole Lemercier's speech. The Emperor, it is known, desires that the seceding States should effectively secede, and Texas as well as California form themselves into separate nations, so as to act as a kind of barrier between the North or the South and Mexico.

He believes generally entertained that the amendment proposed by M. Arman has been the subject of discussion at the last Ministry Council, which was held at the Tuilleries. M. Roemer there proposed that the French government should, through its diplomatic agents, exert all its influence with the great maritime Powers, to prevail upon them to have a revision of the existing code effectuated.

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the basis of all the proposed reforms. He has impressed upon the Emperor and his colleagues the necessity of creating cotton plantations in Africa and Madagascar. One of the Ministers' report says Comte Pernety—was for the immediate recognition of the South, and for the Government doing something to secure its independence. The speech of the Emperor, with the resolutions of the different nations, which was addressed to the Tuilleries, M. Roemer there proposed that the French government, exert all its influence with the diplomatic agents, exert all its influence with the great maritime Powers, to prevail upon them to have a revision of the existing code effectuated.

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